

# THE LOSS OF THE SHIP ST. PATRICK

## ON THE

### BARNEGAT SHOALS.

# ANOTHER VESSEL ASHORE ON LONG BEACH.

## ADDITIONAL PARTICULARS OF THE DISASTERS.

From Our Special Reporter.

BARNEGAT, Dec. 22, 1854.

The ship *St. Patrick* is another vessel added to the list of those lost on the much dreaded shoals of Barnegat. Very little hope can be entertained of her ultimate safety, as at this season of the year northeast storms are very frequent and violent, so that it was a miracle, from the present position of the ship, that it ever got off. The night on which the disaster occurred was, strange to say, quite clear and bright on shore, but thick and foggy at sea. The wind on the land was blowing from the northwest, while the officers of the *St. Patrick* declare it to have been blowing from the northeast, off shore, rendering navigation on this dreaded coast any thing but an easy matter.

The *St. Patrick*, commanded by Capt. Whitman, sailed from Liverpool on the 15th ult., with an additional cargo of goods, and four hundred and thirty passengers, and encountered very favorable weather until within a hundred miles of her destination, when it became foggy and squally. On Tuesday night, between the hours of 5 and 6 o'clock, before it had become quite dark, the passengers and crew were thrown into a great state of alarm by an unexpected commotion, which shook the vessel from stem to stern, and was immediately followed by others in quick succession. To the repeated inquiries of the passengers as to their situation and prospect of safety, Capt. Whitman assured them there was no immediate danger, and that, in all probability, the ship would be got off in a few hours, if they would assist the crew in throwing overboard the cargo to lighten the ship. While the passengers and crew were engaged in this task, guns were fired and rockets sent up by the officers to summon assistance from those on shore, as well as from several small vessels that had been seen a short time previously in the immediate neighborhood of the ship. About twenty minutes after the ship struck the shoals, the sailing schooner *Empire State*, attracted by the signal guns of the vessel in distress, came alongside and rendered assistance to Capt. Whitman, who requested them to stay alongside until the next morning, it being impossible to remove the passengers that night on account of the intense cold, the thermometer being nearly down to zero. The request was readily acceded to by Capt. Griffin, who dropped anchor between the *St. Patrick* and the shore, and remained there until morning. The smack *Albert*, Capt. Keeney, next bore up to the assistance of the *St. Patrick*, which was quickly followed by the *Ned Buntline*, the *Stateman*, the *George Moore*, and the *King of the Porters*. The masters of all these vessels, (which had been confining in the immediate neighborhood of the *Barnegat Shoals*), readily offered their assistance to Capt. Whitman, who engaged them all to take off the passengers the next morning. And accordingly, on Wednesday morning, the emigrants were all safely stowed away, with the most valuable portion of their luggage, on board these little craft, which, after a successful run, succeeded in effecting the landing of their cargo at Staten Island, on Thursday morning.

Having safely disposed of all the passengers, the next step of Captain Whitman was to use the most strenuous exertions to save the ship. Communication was had with the beach and a line was made fast on shore. Captain Jennings, the wreck master stationed on Long Beach, boarded the ship, and rendered all assistance in his power to save the vessel. A large quantity of the cargo was thrown overboard, which had the effect of easing her a little. All day were on Wednesday, and every possible exertion made to get the ship off. The vessel, under the powerful influence of wind and tide, worked to the south about two hundred yards, but this did not even her danger abate, for the finally came to a halt on the outer bar, and commenced to lurch heavily. The hull being wounded, the ship it was found, had been leaking badly, as there was some five or six feet of water in her hold. All hopes, therefore, of getting the vessel off were abandoned, and the emigrants were ordered to leave the ship, and to take to the boats, which were lowered from the ship, and to take to the shore.

On Friday the sails and lighters were taken down by order of the Captain, who had but little hope of saving the vessel, and the emigrants were ordered to leave the ship, and to take to the shore. The boats were lowered from the ship, and the emigrants were ordered to leave the ship, and to take to the shore. The boats were lowered from the ship, and the emigrants were ordered to leave the ship, and to take to the shore.

On Friday evening, assistance in the shape of a steamboat arrived from New York. The *Titian*, having in tow a lighter, with steam-pump on board, came alongside about 8 o'clock P.M. The cargo was then discharged, and the vessel was towed to the shore. The *Titian* was then ordered to leave the ship, and to take to the shore. The *Titian* was then ordered to leave the ship, and to take to the shore. The *Titian* was then ordered to leave the ship, and to take to the shore.

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wrecked, with the loss of an immense number of lives, the greater portion of which could have been saved had the necessary precautions been taken by our government to establish station houses along the coast, where the rescue of the distressed could be effected with the least delay and danger. No expense should be spared to render these precautions as perfect as possible, when the lives and property of our fellow men are in imminent peril, and when the rescue of the distressed could be effected with the least delay and danger. No expense should be spared to render these precautions as perfect as possible, when the lives and property of our fellow men are in imminent peril, and when the rescue of the distressed could be effected with the least delay and danger.

# THE LATEST FROM THE WRECK.

(From the Sunday Atlas, Dec. 24.)

THE MAYOR AND ALDERMEN AT BARNEGAT. THE CITY REPORTER.

It is generally believed that the Honorable Fernando Wood is destined to prove a little the best chief magistrate our city was ever blessed with. He is a man of firmness, energy, activity, independence and integrity, and is generally regarded as a man of high character and high ability. He is a man of high character and high ability. He is a man of high character and high ability.

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seemed to amaze the delinquent exceedingly. Mr. Wood had walked about two blocks from the scene of the above narrated circumstances, when he heard somebody trotting on behind. Presently he was overtaken by a man, who, without stopping, seized the policeman by the collar, and, in a very much excited manner, said to him:

"Hallo! said he, 'what you the man that asked me my name just now?'"

"Well," said Mr. Wood, "I shall not tell you." "Then," said he, "I shall like to know your name, and what you are doing here?"

"What do you want of my name?" "I want to know who you are, and what you are doing here?"

"I am a policeman," said Mr. Wood, "and I am here to keep the peace." "Then," said he, "I shall like to know your name, and what you are doing here?"

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action on the matter, the Commissioner had no discretionary power vested in his hands.

The Sun of last Monday contained two advertisements, taken verbatim from the *National Democrat*, and which contained a typographical error in the other from appearance had been "piled" in the press room. These were made the subjects of fresh attacks on the Commissioner; attacks about as well founded as if we were to abuse every business man who had a typographical error in his name, or every compositor who had a typographical error in his name.

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# FINANCIAL AND COMMERCIAL.

22, 1854, distinguishing the destination and extent of shipment to each place.

COMMERCE OF THE PORT OF NEW YORK—WEEKLY EXPORTS.

Commodity	Quantity	Value
Cotton, bales	1,107	\$127,000
Wool, lbs.	1,107	\$127,000
Flax, lbs.	1,107	\$127,000
Linseed, lbs.	1,107	\$127,000
Oil, lbs.	1,107	\$127,000
Starch, lbs.	1,107	\$127,000
Sugar, lbs.	1,107	\$127,000
Tea, lbs.	1,107	\$127,000
Coffee, lbs.	1,107	\$127,000
Spices, lbs.	1,107	\$127,000
Perfumery, lbs.	1,107	\$127,000
Drugs, lbs.	1,107	\$127,000
Chemicals, lbs.	1,107	\$127,000
Minerals, lbs.	1,107	\$127,000
Metals, lbs.	1,107	\$127,000
Textiles, lbs.	1,107	\$127,000
Leather, lbs.	1,107	\$127,000
Iron, lbs.	1,107	\$127,000
Steel, lbs.	1,107	\$127,000
Brass, lbs.	1,107	\$127,000
Copper, lbs.	1,107	\$127,000
Aluminum, lbs.	1,107	\$127,000
Gold, lbs.	1,107	\$127,000
Silver, lbs.	1,107	\$127,000
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